

**REISSUE APPLICATION OF:**

**United States Patent No. 6,273,439, Scooter (Ray, et al., Serial No. 09/347,941, filed Jul. 6, 1999, issued Aug. 14, 2001)**

**AMENDMENTS TO CLAIMS 37 CFR 1.173 (b)**

Please amend the claims of the above-identified Patent as follows:

Amend Patent Claim 1 as follows:

1. (Amended) A manually-powered scooter for transportation of and operation by a human rider comprising:

a front wheel assembly having a rotatable front axle, a front wheel rim [of about 20 inches in diameter], a front wheel suspension means disposed between said front axle and said front wheel rim, and a front wheel tire disposed around said front wheel rim for contacting the ground [and steering the travel of the scooter];

a front wheel fork [having a front right side member with an upper and lower end, and having a front left side member having an upper and a lower end, said front right side member and said front left side member being adjoined to each other at said top end of said front left and right side members,] comprised of a pair of front fork members disposed in side-by-side relation, said front wheel fork forming a front fork assembly with said front wheel assembly, and said front wheel assembly being disposed between said front fork members and suspended by interconnection to said front axle;

a [round] substantially straight head tube having an upper end and a lower end[, and being substantially hollow];

a [T-shaped] handle bar assembly, said handle bar assembly having a left handle and a right handle, and [having a round] a substantially straight vertical portion [of suitable diameter to be] rotatably received [into] in said [hollow] head tube, said vertical portion extending from said upper end of said head tube and extending through said head tube such

that said front wheel fork is immovably affixed to said vertical portion of the handle bar thus allowing operator control of the rotated position of the front wheel fork and front wheel assembly;

a substantially straight [round] down tube descending diagonally from and rigidly affixed to said head tube and forming an angle of about 40 degrees with said head tube, said down tube having a lower end;

a rear wheel assembly having a rotatable rear axle, a rear wheel rim, a rear wheel suspension means disposed between said rear axle and said rear wheel rim, and a rear wheel tire disposed around said rear wheel rim for contacting the ground and supporting the scooter;

a first and a second square deck support members, said first and second deck support members being disposed substantially parallel to each other and [spaced apart, said deck members being] rigidly interconnected to each other to form an integral horizontal rider deck, said rider deck having a front end and a rear end, said rider deck front end being interconnected to said lower end of said down tube and forming an angle of about 110 degrees with said down tube; and

a rear fork [assembly] comprised of [two substantially parallel square] a pair of rear fork members disposed in side-by-side relation, said rear wheel fork ascending [at a front end of the fork assembly] from said rear end of said rider deck at an angle of about 145 degrees and forming a rear fork assembly with said rear wheel assembly, [and having a rear end of said rear fork assembly suitable for receiving a wheel axle] said rear wheel assembly being disposed between said rear fork members and suspended by interconnection to said rear axle [; and

a rear wheel assembly disposed between said rear fork assembly members, said rear wheel assembly being comprised of a rotatable rear axle, a rear wheel rim having a diameter

of about 20 inches, a set of rear wheel suspension spokes disposed between said rear axle and said rear wheel rim, and a rear wheel tire disposed around said rear wheel rim for contacting the ground and supporting the scooter].

Please add the following Claims 9 – 19:

9. (New) The scooter of claim 1, wherein the front wheel rim and the rear wheel rim are each about 20 inches in diameter and each axle is about 16 inches from the ground, and the rider deck is about 4 inches from the ground.

10. (New) The scooter of claim 1, further comprising brake means for stopping the forward movement of the scooter, said brake means comprising:

a brake pad, said brake pad being positioned beneath said rear fork members for engagement with said rear wheel tire, and

actuating means for moving said brake pad from respective positions wherein said brake pad is engaged and disengaged with said rear wheel tire, said actuating means including a hand squeezable control disposed on said handle bar, and an actuator cable, said actuator cable extending from operable relation with said brake pad, under and along the rear fork assembly, under the rider deck, up the down tube, and into operable relation with said squeezable control.

11. (New) A scooter for use by tall and heavy riders, said scooter comprising:  
a front and a rear wheel, each said wheel including an axle, a wheel rim, and a tire disposed around the wheel rim for contacting the ground;

a frame, said frame including a rider deck having forward and rearward ends and disposed between said wheels, a head tube having an upper end and a lower end, a down tube having an upper end rigidly affixed to said head tube between the upper and lower ends thereof and a lower end rigidly affixed to the forward end of said rider deck, said head tube

forming approximately a 40 ° angle with said down tube and said down tube forming approximately a 110 ° angle with the rider deck, and a rear fork assembly for receiving the rear wheel, said rear fork assembly rigidly affixed to the rearward end of said rider deck and comprised of two substantially parallel rear fork members ascending from the rearward end of said rider deck at an angle of about 145 ° to a horizontal plane including said rider deck;

means for steering the scooter, said means for steering comprising:

an elongated tube member having upper and lower ends and mounted for rotation relative to said head tube,

a front fork assembly for receiving the front wheel, said front fork assembly being fixedly connected to the lower end of said tube member, and

means for turning the tube member relative to said head tube.

12. (New) The scooter of claim 11 wherein said rider deck comprises two substantially parallel tube members, said parallel tube members extending generally horizontally and forming a continuation of a respective rear fork member, each said parallel tube member having a respective forward end fixedly attached to said down tube, and each said parallel tube member being formed of metal stock of square cross-section, and

a metal plate welded across the top of the two said parallel tube members.

13. (New) The scooter of claim 12, further comprising:

means for reinforcing the frame, said means for reinforcing comprising:

an upper plate fixedly connecting the head tube to the down tube, said upper plate being proximate to the upper ends of the respective head and down tubes,

a lower plate fixedly connecting the lower end of the down tube to the forward end of the rider deck, and

a cross-plate fixedly connecting the rear fork members together wherein to maintain each in parallel relation with one another.

14. (New) A manually powered scooter for transportation of and operation by tall and heavy operators, said scooter comprising a frame, a steerable front wheel assembly, a fixed rear wheel assembly, and means for steering the front wheel assembly to change direction of the scooter, said frame comprising a rider deck mounted between wheel assemblies, said rear wheel assembly including a rear fork assembly for mounting a rear wheel, the rear fork assembly being fixedly connected to the rearward end of the rider deck and forming an angle of approximately 145° with the rider deck to position the rear wheel well behind of the rider deck, a down tube fixedly connected to and forming an angle of approximately 110° with said rider deck, and a head tube fixedly attached to said down tube and mounting said means for steering, said head tube forming an angle of approximately 40° to the down tube wherein to place the head tube well in front of the rider deck and allow for the steerable front wheel to be safely operated in turns at higher speeds of travel by reducing the tilt angle of the front wheel during turning and maintaining a near-vertical position of the front wheel with respect to the ground.

15. (New) The scooter of claim 14, further comprising: a front fork assembly for mounting said front wheel assembly, said front fork assembly rotatably connected to the head tube and forming part of said steering means, and further wherein said rear fork assembly and said rider deck are comprised of two substantially parallel tube members, the parallel tube members being fixedly attached to said head tube, forming part of said rider deck extending between the front and rear wheel assemblies, and ascending from the rear end of said rider deck at said angle of about 145°

16. (New) The scooter of claim 15, further wherein:

said means for steering includes a handle bar extending upwardly from said front fork assembly; and further comprising

brake means for stopping the forward movement of the scooter, said brake means comprising

a brake pad, said brake pad positioned beneath said rear fork members for engagement with the rear wheel of said rear wheel assembly, and

actuating means for moving said brake pad from respective positions wherein said brake pad is engaged and disengaged with said rear wheel, said actuating means including a hand squeezable control disposed on said handle bar, and an actuator cable, said actuator cable extending from operable relation with said brake pad, under and along the rear fork assembly, under the rider deck, up the down tube, and into operable relation with said squeezable control.

17. (New) The scooter of claim 16 wherein each said wheel assembly includes a tire, each tire having an outer diameter of about 20 inches and an axis of rotation about 10 inches from the ground, and the rider deck is about 4 inches.

18. (New) The scooter of claim 14 wherein the ratio of the scooter length from axle to axle to the wheel diameter is about 4:1 to 5:1 ratio.

19. (New) The scooter of claim 14 wherein the ratio of the scooter length from axle to axle to the wheel diameter is about 4.8.